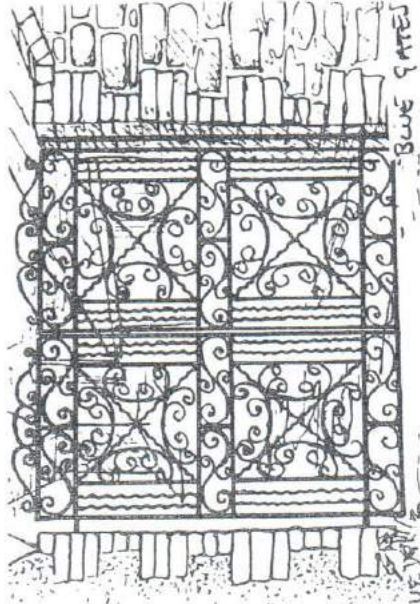


**Town Trails
No. 3**

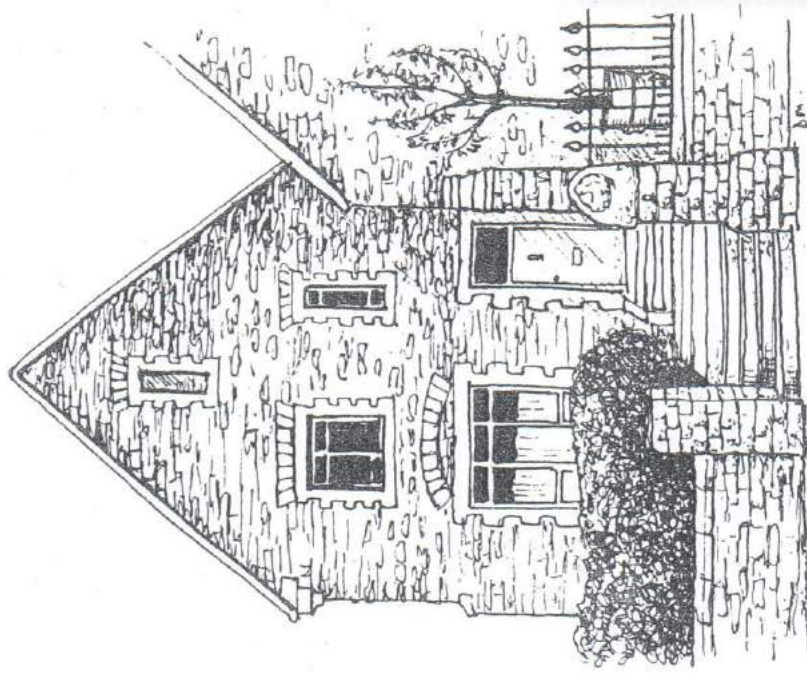
ated in some of the bloodiest fighting during the 1914-18 war, are commemorated with a plaque on a plinth outside the Cardiff City Hall. From 1912 it was used as a cinema by the Wilmore Brothers. Across the road the site of the Ex-Servicemen's Club was used previously by the town's early drinkers, in 1886 the Windsor Club, stewarded by Mr Peterson, then became the Salisbury Club (33). Opposite; the junction of Windsor Road and Hickman Road, named after Thomas Hickman, who was made Earl of Plymouth and Baron Windsor on 6th December, 1682, (his heir was Viscount Windsor and Baron Mountjoy), on the corner of Arcot Street stood a dairy (34). The site is now derelict. Further up the road is Woolworth's (35); before the shop fronts were added this was the town's first Conservative Club - the manager in 1886 was G M Paterson. Moving up Arcot Street the half ruined building was a bootmaker and shoe repairer (36), a classic example of a small Victorian tradesman's premises; opposite is the old Corn Stores (37), until recently in a dilapidated condition, until tastefully restored by Mr Reynolds, showing what can be done without recourse to the bulldozer. Across the road, where the OAPs now meet was a general stores called grandiosely, the "Golden Key" (38), proprietor Mr William Griffiths, who died on March 21st, 1891, aged 39 years (a headstone can be seen in St. Augustine's). Next door and opposite (39) were stables for donkeys and later for a horse for Mr Powell's home furniture removal business until the 1950s.

Moving up to Plassey Street, on the left hand side Decorum was Hayter's Bakery (41) and later a fish and chip shop; opposite, R Mott's was the site of the 'Penarth Times' (40); a few doors up Plassey Street stands Tabernacle Baptist Chapel (42) opened in 1871, and in the next block down is the Welsh Congregationalist (43) opened the same year. Moving up Arcot Street we come to the building used, as the town was forming, as the offices of the Cardiff Corporation Water Works (44), on the corner of Salop Street. Turning into Salop Street we pass another row of houses bombed in 1940 (45); opposite was Alf Spragg's (46) grocer's shop with stable behind, another tradesman who used a horse after World War II. Chapel Lane, which is T-shaped, contained numerous stables, bakeries, tradesmen's lofts etc. The Albion Hotel (47), one of the original ten, is opposite what was Mr Hooper's Store (48), until recently the window sill still had the original pointed spikes set in the sill to deter the 'down and outers' from sitting there whilst awaiting 'homeward bounders' - the seamen newly returned home and therefore flush with money. (Note the unusual rear entrance in Plassey Street.) Turning left into Glebe Street, we pass numerous houses that were shops, passing the Golden Lion (49), one of the ten, on the corner of what was Glebe Place. We return to the site of the Ship Hotel.

(23), the foundations of which can still be seen. Moving south we join Plassey Street, named after another of Robert Clive's Indian battles, although the Cogan end of Plassey Street was originally Clarence Terrace. The National School and Headteacher's (John Davies in 1886) house (20) stand at the junction of Plassey Street and High Street which was originally Maughan Street. On the eastern corner is the site of another of the town's blacksmiths (24), in 1878 a Mr Hoskin; next door was the town's first Labour Hall (25), in a stable at the back of number 35, Plassey Street. Moving down High Street we come to Ludlow Street, named after another of the Shropshire estates. On the corner of Ludlow Street and High Street stands the home of the manager of the brewery next door (26). The brewery belonged



to the Windsor Hotel, one of the original ten, and was the first brewery in the town until the more recent Bullmastiff and Tiger Bay Breweries. Opposite stands the Police Station (27) opened in 1864; originally the Inspector lived in the Station House, and the constables lived in as well. The houses in the next block were originally Oakleigh Terrace; at the rear of Windsor Lane is another of the town's smith's premises (28) (Mr Massey's in the 1920s), in its original condition. Across the road is the Windsor Dingle (29), shown on the 1871 O/S as a wide stream; this was culverted when the railway line was built in 1878, and the Dingle Halt (30) was opened in 1904. Part of the dingle was filled in - it was the town's first official refuse tip, now a treasure trove for 'diggers'. Moving up Windsor Road we come to Monty Smith's Garage; on this site and the adjoining land were a stonemason's yard (Luke Hooper's) and a nurseryman, Mr Slade (31). Further up the road is another of Monty Smith's garages on a particularly interesting site. Originally the site was occupied by a Congregational Chapel, opened in 1883, and used until they built Christchurch on land owned by Solomon Andrews, opened in 1897. It was then used as a public hall, the Windsor Hall (32). In 1906 it became the Drill Hall for the 3rd Volunteer Battalion of the 27th Welsh Regiment (Cyclists). The 27th, who partici-



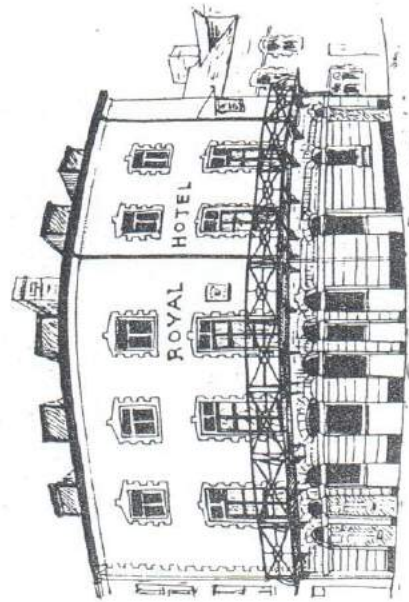
PENARTH TOWN COUNCIL

Duration of Walk: Approximately 1-1½ hours

Text © Alan Thorne 1993

Illustrations © Diana Mead

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Penarth is a town of two parts - one the 'Dock Town' known colloquially and affectionately as 'The Bowery' built with the docks in the 1850-60s, stone built terraced houses in treeless streets with a network of lanes, small shops, ten public houses, numerous drinking clubs and religious buildings all built on the ridge that runs east to west parallel to and shielding the dock from the prevailing westerly winds. The other was built later, on the expansive plateau that runs south and west from the ridge, with large town mansions, tree-lined roads and semi-detached houses. The Taff Vale Railway line, opened by the Taff Vale Railway Co in 1878, can be used as a convenient dividing line.

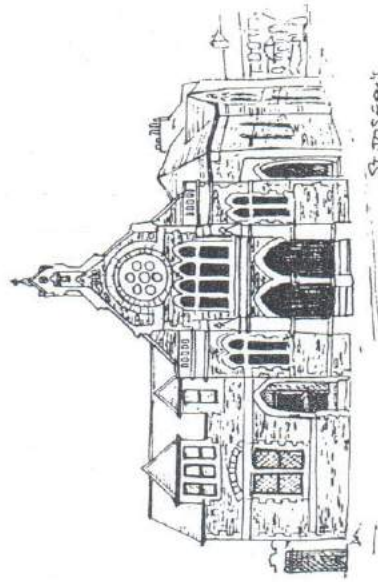
The walk starts at the northern end of Glebe Street. Built on church land, the town's original shopping area, this now drab street was once a pulsating cosmopolitan area - 4 pubs, dozens of grocers' and butchers' shops, open all hours, owned by incomers to the area, as can be seen from a random selection of surnames: Kruger, Driscoll, Jonker Hendrik, Tanshen Bomash, Hovord, Coon, Crull, a thoroughfare thronged with seamen of numerous countries: Lascars, Malays, Balts, Chinamen, Scandinavians, Yanks, Russians and Poles such as Joseph Conrad.

The Ship Hotel (1) (one of the original 10 public houses) site, is now the Catherine Mearey flats; the original frontage is now the curtain wall for the complex. Next door, in what was James Street, and is now Coronation Terrace, was the town's first chemist, Mr Proctor, a grocer's, an outfitter's and then one of the town's many blacksmiths, Mr Knapman. Next was a coachbuilder and then the notorious Clifton Club, one of the town's numerous drinking clubs, previously at No 6, Glebe Street (now numbered 8) where Chris Capus now trades. Across James Street was the town's first post office, the postmaster in 1865 was Mr John Richards.

Around the corner in Queens Road, previously Maughan Street, named after the Baroness Windsor's agent Mr Maughan, can be seen the site of one of Penarth's alfresco toilets (2). Down

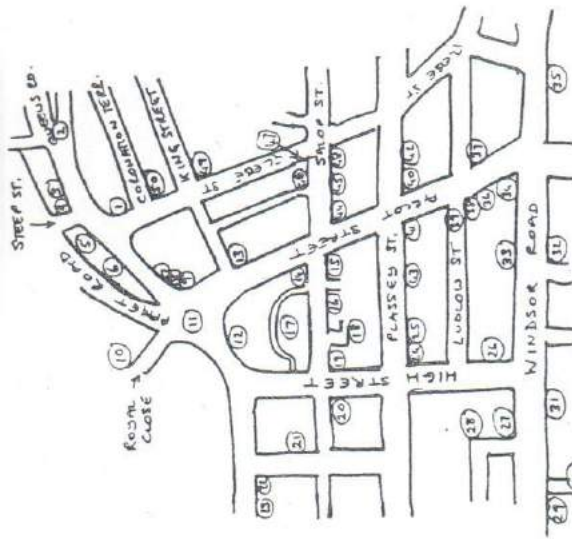
the road was Mr Harris' dairy (3), he was one of the businessmen still using a delivery horse after World War II. On the corner of Queens Road and Steep Street is the building that housed the Albert Club (4), manager A Barnett, secretary W A Hodges. Another stood at the junction of Dock Street and Ferry Lane, the Windsor Club, later the Central Club run by J Knight the Charles Issgar. Moving west we pass a row of houses bombed during an attack on the dock in 1940 (5); they were rebuilt after WWII. We now reach Church Terrace (6) built in 1909 on the site of the Anglican St Paul's, a corrugated church opened in 1881, then demolished in 1906 and rebuilt on Barry Island. Across the road is the Huntley's (7), one of the town's oldest family businesses, agent for the Guion Steamship Co. It was for a few years 1870-80 another of the town's drinking clubs, the Beaufort. Next door was Cousin's (8), the seamen's outfitters.

On the corner is the imposing Royal Hotel (9), another of the original ten, used during the infamous Seamen's Strike of 1911 by Captain Tupper, the Scargill of his day. From the balustrated



balcony he used to harangue the seamen, dockers and onlookers. Crossing over the road we find the site of another alfresco toilet at the entrance of what was Dock Subway Road. Tens of thousands of dockers and seamen used this route to the dock, down past the three Limekin Cottages (10), inhabited until the 1930s by the West, Barnett and Price families. Past the spoil heaps, later used for landscaping, past the kilns and down the steep flight of Radyr stone steps and through the subway, the umbilical cord between the town and dock. This was the site of the town's largest and deepest quarry.

At the junction of Queens Road and Arcot Street, named after one of Clive of India's battles, stands the Arcot Shrubbery (11) donated to the town by the Windsor family in the 19th century. To the right can be seen the town's first Roman Catholic church (12), presbytery and school opened in 1873 by Bishop Hedley. Prior to these services were held in a room above what is now Table Talk. To the left stands St Paul's (13), originally built



in 1864 as a Methodist Chapel, enlarged in 1882 and then badly burned in March, 1905, rebuilt by the Anglicans in 1906 to replace the corrugated church in Queens Road. It was bomb damaged in 1940.

Moving up Arcot Street we come to Salop Street, named after one of the Windsor family's Shropshire estates. The building on one corner, 21 Arcot, housed at various times the Glamorgan Club, the Arcot Club (14) and the Penarth Social Working Men's Club. Opposite on the site of Salop Court stood the 'Hong Kong' (15), derivation as yet unknown. It was at various times a Liberal Club (1880s) and the town's library from 1895 until 1905. The building was similar to the Plymouth Hotel, only larger, and with an imposing Bathstone facade. Next door was E. Allen's (16), coachbuilder, with extensive stables at the rear and a public hall upstairs; this was used by the Salvation Army (who first came to the town in 1884) from 1900 until a fire, October 1922, which destroyed the hall and the Army's equipment and instruments. It was not rebuilt. Crossing over Salop Street we enter Arcot Lane (17) with its complex of stables, coach houses, blacksmiths (18) and a bakery. Re-crossing Salop Street we find the site of Penarth's last shoeing smith, working until the 1950s. Passing the Plymouth Hotel (19), one of the original ten, we enter the lane at the rear of Penarth's first school, the National School (20), built in 1863. To the right of the lane is the site of the Glamorgan Artillery Quarters (21), 1861-1894; the open space at the end of the lane, Plassey Square, was donated to the town by the Windsor family along with the Arcot Shrubbery and the Penarth Head open space. In one corner was a war-time WWII static water tank (22), that gave great pleasure to the local "scallywags", paddling in the summer, skating in the winter. In the western corner there was a barrage balloon camp